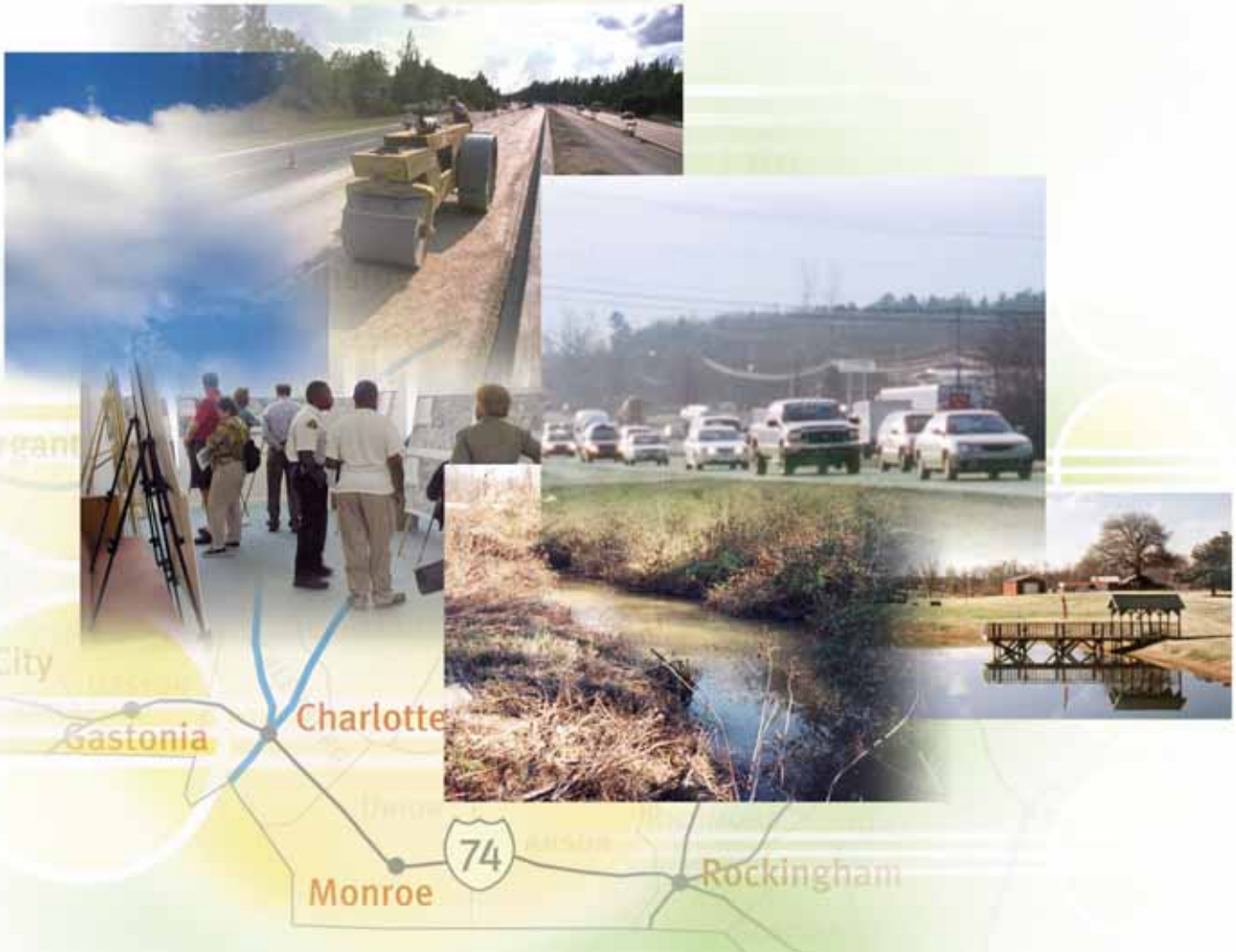

US 74 Monroe Connector

Draft Environmental Impact Statement

Citizens Summary

May 2004

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

Dear Citizen:

Thank you for your interest in the *US 74 Monroe Connector Draft Environmental Impact Statement* (Draft EIS). The Monroe connector extends from I-485 (Charlotte Outer Loop) in Mecklenburg County to the proposed Monroe Bypass in Union County.

Today, US 74 between I-485 and Monroe carries about 45,000 vehicles per day. These volumes are anticipated to increase substantially over the next twenty years. The US 74 Monroe connector will provide additional roadway capacity for this anticipated growth, will reduce congestion on existing US 74, and will improve safety and travel service through the region. The five alternatives under consideration are described in this summary.

The purpose of the **Monroe Connector Citizens Summary** is to answer some commonly asked questions about NCDOT environmental impact statements and to provide an easy-to-follow summary of the major issues discussed in the *Monroe Connector Draft EIS*. For in-depth discussion of these issues, please refer to the *Monroe Connector Draft EIS*. The locations where you can view the Draft EIS are listed on the back cover.

Stay informed about the project by adding your name to the project mailing list, attending workshops and the public hearing, and visiting the project web site at **www. ncdot.org/projects/us74**. If you have questions or comments about the project or would like to be added to the project mailing list, please write, e-mail or call:

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jsgurak@pbsj.com

The North Carolina Department of Transportation (NCDOT) welcomes and values your input and involvement in this project. Provide us your input, comment and feedback on the Monroe Connector and the Draft EIS. We want to hear from you about ways we can best fulfill our mission of providing safe and efficient transportation service to you, the traveling public.

Sincerely,

Gregory J. Thorpe, Ph.D., Director
NC Department of Transportation
Project Development and Environmental Analysis Branch

CONTENTS

ACRONYMS

EIS	Environmental Impact Statement
FHWA	Federal Highway Administration
MUMPO	Mecklenburg-Union Metropolitan Planning Organization
NCDOT	North Carolina Department of Transportation
TIP	Transportation Improvement Program

PROJECT DESCRIPTION

What is the Monroe Connector Project?

The Monroe Connector project is the proposed improvement of US 74 between the Monroe Bypass at US 601 north of Monroe and I-485 (Charlotte Outer Loop) just east of Matthews. The Monroe Connector will relieve congestion, provide for future traffic growth, and improve safety and travel service. The project is included in the North Carolina Department of Transportation's 2004-2010 Transportation Improvement Program (TIP) as TIP Project No. R-3329.

A Draft Environmental Impact Statement (Draft EIS) was approved for the Monroe Connector in October 2003. The Draft EIS describes the five alternatives under consideration and how these alternatives would affect the human and natural environments.

What is an Environmental Impact Statement?

An environmental impact statement (EIS) is a detailed report that describes the impacts of a proposed project on the human and natural environment. Several alternatives are typically evaluated. The analyses are performed by a team of engineers, planners, scientist, and biologists.

The National Environmental Policy Act of 1969 requires federal agencies to prepare detailed reports for major projects, programs, or actions that involve funding, permitting, or other involvement by a Federal agency.

All EISs prepared by the Federal Highway Administration (FHWA) and the North Carolina Department of Transportation include the same five primary chapters: 1) purpose and need for project, 2) alternatives considered, 3) existing conditions in the human and natural environments, 4) adverse and beneficial environmental consequences of the alternatives, and 5) public and agency coordination.

There are three main documents produced in the EIS process. The first is the Draft EIS. The Draft EIS evaluates the impacts of several alternatives in detail. Following a review and comment period for the Draft EIS and a public hearing, a preferred alternative is selected. The Final EIS discusses the reasons for the selection of the Preferred Alternative, and responds to the comments received on the Draft EIS. Finally, the FHWA issues a record of decision that documents the selection of the Preferred Alternative.

The *Monroe Connector Draft EIS* includes 250 pages of text, 64 exhibits, and 250 pages of appendices.

US 74 near I-485

What is the Transportation Improvement Program and how does a project get included?

The Transportation Improvement Program (TIP) is the North Carolina Department of Transportation's 7-year plan for the improvement of state-owned and maintained transportation facilities. It includes roads, ferries, public transportation, aviation, and passenger rail projects, and is updated every two years.

The process for adding projects to the TIP begins at the local level. Local roadway needs are identified in a Thoroughfare Plan prepared by the region's Metropolitan or Rural Planning Organization (MPO or RPO). In Mecklenburg and Union Counties, this is the Mecklenburg-Union Metropolitan Planning Organization (MUMPO). Projects in the Thoroughfare Plan are then prioritized by the MPO or RPO, with input from citizens and local officials. Based on the projected availability of funds, the North Carolina Board of Transportation, in coordination with the MPO and RPOs, decides which projects will be included in the TIP.

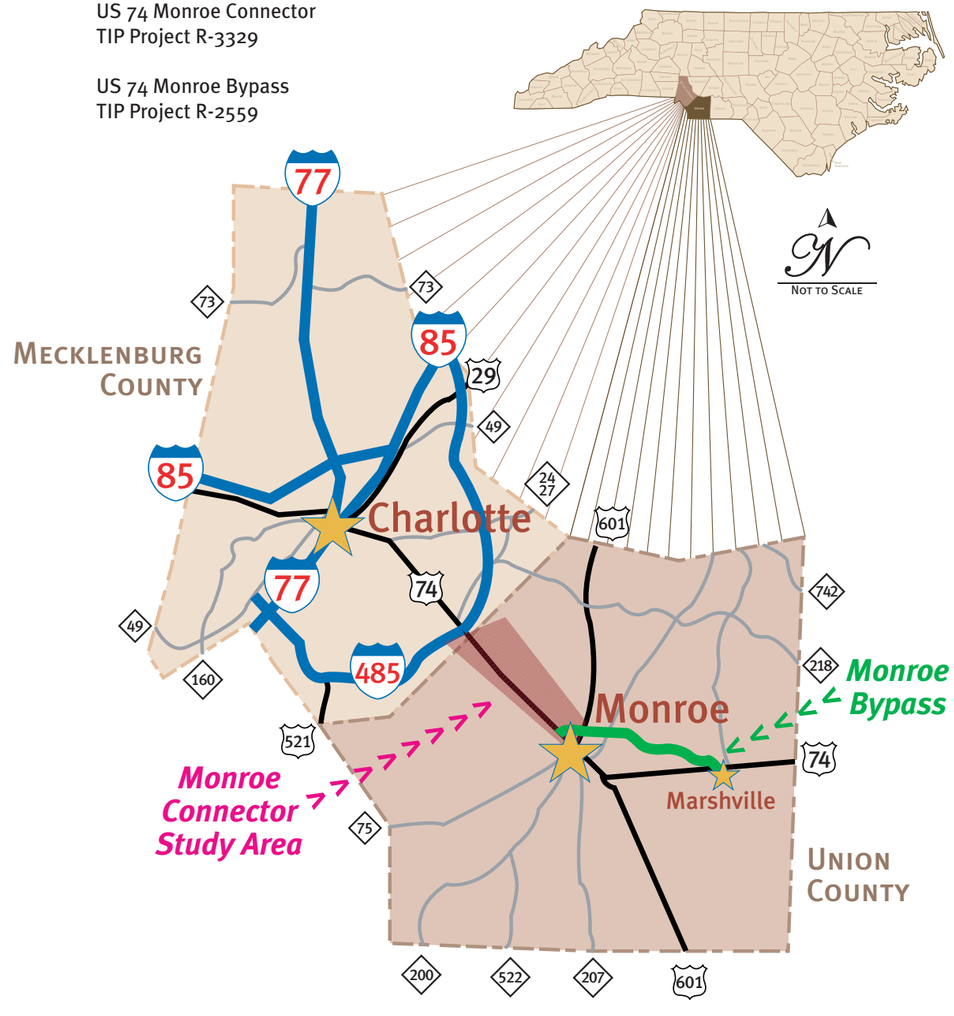
Is this the same project as the Monroe Bypass?

No, the Monroe Connector and the Monroe Bypass are not the same project. As shown on the map below, the Monroe Bypass starts near Marshville, bypasses Monroe to the north and east, and connects to US 74 west of US 601. The Monroe Connector starts at the Monroe Bypass at US 601 and extends west to I-485. If the Monroe Connector is constructed, it would replace the section of the Monroe Bypass that is west of US 601.

Project Vicinity Map

US 74 Monroe Connector
TIP Project R-3329

US 74 Monroe Bypass
TIP Project R-2559



Why is the Monroe Connector needed?

Improvements to US 74 are needed to relieve congestion, provide for future traffic growth, and improve safety and travel service between Monroe and Charlotte.

Existing and future congestion

Five of the seven major intersections with traffic signals on existing US 74 between Rocky River Road and I-485 are operating at or above their capacity, resulting in back-ups and travel delays. By 2025, all seven of these intersections are anticipated to operate above capacity.

Traffic on US 74

Above-average accident rates

The 1999-2001 accident rate along US 74 in the project area was about 18 percent higher than the statewide average for similar roadways.

Poor service as part of the NC Intrastate System and the Strategic Highway Network

US 74 is designated as a North Carolina Intrastate System route and is part of the Strategic Highway Network. The NC Intrastate System was developed to provide high-speed, safe travel service; connect major population centers; and provide convenient through-travel for motorists. The Strategic Highway Network is part of the National Highway System (which includes interstates), providing important links for military access, roadway continuity, and emergency capabilities for the movement of personnel, materials, and equipment.

Existing US 74 allows vehicles to enter the roadway from many private driveways and intersecting streets, creating numerous conflicts between slow and high-speed traffic. This results in increased congestion, greater potential for accidents, and poor service as part of the NC Intrastate System and Strategic Highway Network.

What are the project alternatives?

Five alternatives for improving US 74 were studied in detail in the Draft EIS. These five Detailed Study Corridors are described below. All alternatives considered, including the No-Build Alternative and those alternatives eliminated early in the study process, are described in Chapter 2 of the Draft EIS. The No-Build Alternative was used as a basis for comparing the benefits and impacts of the Detailed Study Alternatives.

The five Detailed Study Corridors, named D2, D3, E2, E3, and G, are shown on the enclosed map on pages 6 and7. The map shows the corridor boundaries for each alternative in light brown. The corridors are a minimum of 1,000 feet wide. The detailed environmental and engineering studies are conducted within the corridor boundaries for each alternative.

The map also shows the footprints of the proposed roadways, in various colors, inside the corridor boundaries. These footprints, which represent the right of way that is needed to construct the road, are about 350 feet wide, with larger areas around interchanges.

Detailed Study Corridors D2, D3, E2, and E3 would be new freeways (high speed, no driveways, and no traffic signals). They would have four lanes (two in each direction) with a grass median in the center. A view of how the new freeway lanes and median would look is shown on the top typical section on page 5.

Detailed Study Corridors E2 and E3 also include upgrading the section of US 74 from about 0.6 miles east of Stallings Road to I-485. The upgrade would widen existing US 74 to six travel lanes with two-lane, one-way frontage roads on either side. Stallings Road and CPCC Lane would be bridges over US 74 and would have intersections with the frontage roads. Detailed Study Corridors E2 and E3 would not modify the existing US 74/I-485 interchange.

Detailed Study Corridor G would upgrade existing US 74 to six travel lanes with two-lane, one-way frontage roads on each side. This upgraded section would extend from I-485 to just west of Rocky River Road. A view of how the six freeway lanes, median, and frontage roads would look is shown on the bottom typical section on page 5. Detailed Study Corridor G would be a four-lane freeway with a median from Rocky River Road to the Monroe Bypass.

Where Detailed Study Corridor G upgrades existing US 74, ramps would be provided between the frontage roads and US 74. Major roads that would be bridged over upgraded US 74 include: CPCC Lane, Stallings Road, Indian Trail-Fairview Road, Unionville-Indian Trail Road, Sardis Church Road, Chamber Road. Detailed Study Corridor G would not modify the existing US 74/I-485 interchange.

TRAFFIC PROJECTIONS

How much traffic would the Monroe Connector attract?

A computer-based model was used to predict year 2025 traffic volumes for the Monroe Connector and surrounding roadways. Refer to Section 2.6 of the Draft EIS for more information on forecasted traffic volumes for each Detailed Study Corridor.

The model predicts about 30,000 vehicles per day would use Detailed Study Corridors D2, D3, E2, or E3 in 2025.

About 45,000-50,000 vehicles per day would use the main travel lanes of Detailed Study Corridor G in 2025. About 20,000 vehicles per day would use the frontage roads.

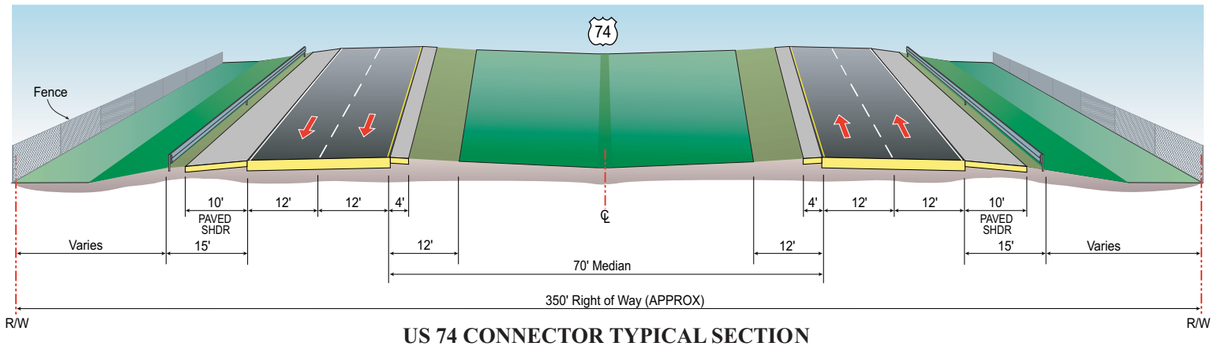
Traffic on US 74

How much congestion relief would the Monroe Connector provide on existing US 74?

Detailed Study Corridors D2, D3, E2 or E3, which would be freeways on new location, would divert traffic from existing US 74. Existing US 74 would carry 15 to 45 percent less traffic (it varies depending on location along existing US 74) in 2025 compared to the No-Build Alternative.

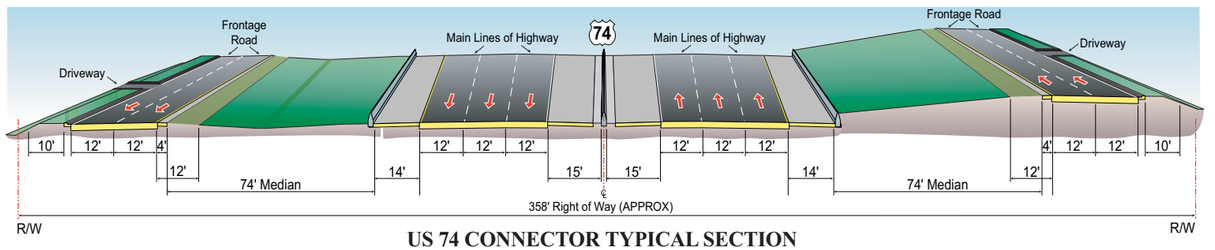
With Detailed Study Corridor G, all traffic would continue to use the existing US 74 corridor either on the main travel lanes in the center or on the frontage roads on either side. However, since there would be no driveways or traffic signals along the main travel lanes, travel times along existing US 74 are expected to be faster than with the No-Build Alternative.

Detailed Study Corridors D2 and D3, most of Detailed Study Corridors E2 and E3, and about one third of Detailed Study Corridor G would look like this:

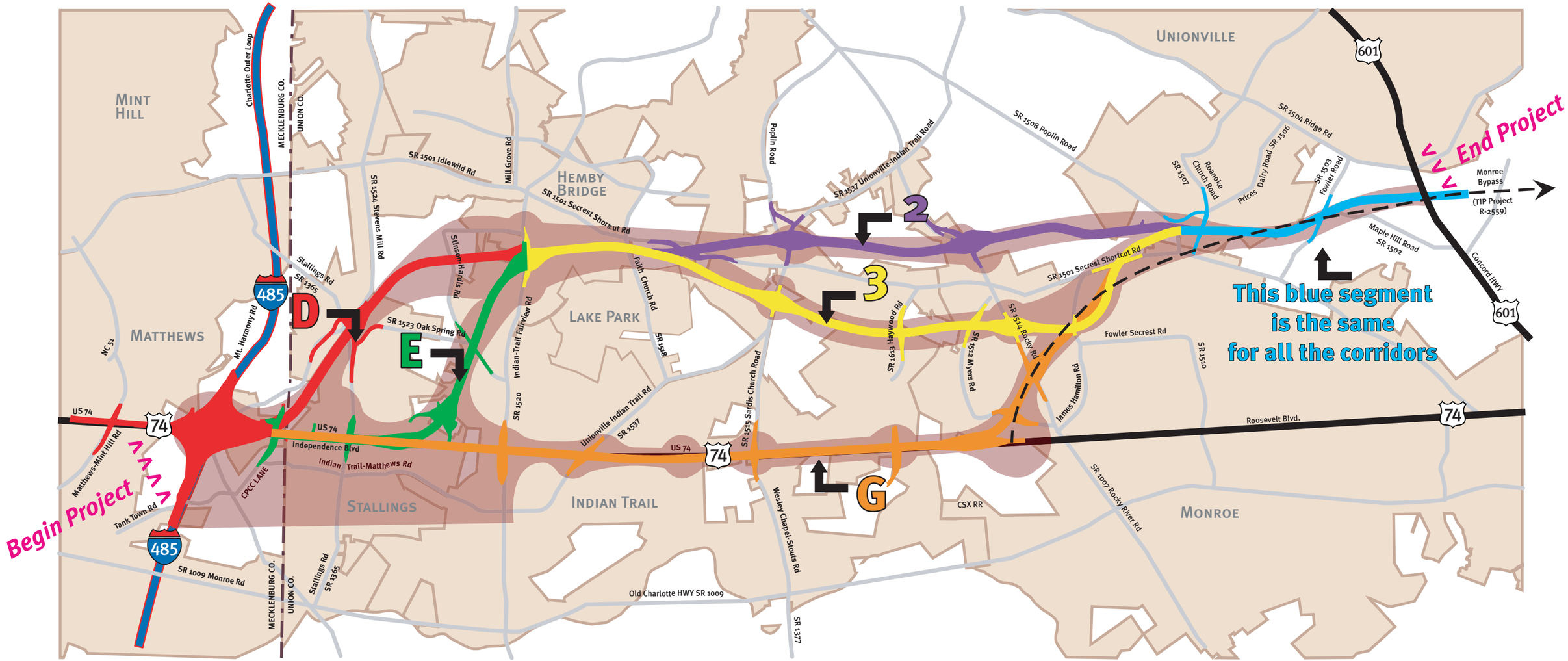


US 74 CONNECTOR TYPICAL SECTION
WITH A GRASS MEDIAN

Most of Detailed Study Corridor G and a small segment of Detailed Study Corridors E2 and E3 would look like this:



US 74 CONNECTOR TYPICAL SECTION
WITH FRONTAGE ROADS
USED ALONG EXISTING US 74



How to Read this Map

The area shaded like this shows the study boundaries for the Detailed Study Corridors. It's the area where detailed surveys and analyses were conducted.

The colored shapes inside the shaded area represent the proposed roadway footprints for all five Detailed Study Corridors.

The colored shapes are connected to form the five Detailed Study Corridors, as shown in the column at right.

Detailed Study Corridor **D2:**

Detailed Study Corridor **D3:**

Detailed Study Corridor **E2:**

Detailed Study Corridor **E3:**

Detailed Study Corridor **G:**

The section of the Monroe Bypass (TIP Project R-2559) from US 601 west to US 74 would be constructed if the Monroe Connector is not constructed.

Not to Scale

Detailed Study Corridors

US 74 Monroe Connector TIP Project No. R-3329
Union and Mecklenburg Counties, North Carolina

PROJECT IMPACTS

What are the impacts of the alternatives?

The impacts reported in the table below are estimates based on the roadway footprints developed for each of the Detailed Study Corridors. See Chapter 4 of the Monroe Connector Draft EIS for an in-depth discussion of project impacts.

	EVALUATION CRITERIA	DETAILED STUDY CORRIDOR D2	D3	E2	E3	G
COSTS	**LENGTH** (miles)	12.0	12.4	10.9	11.4	10.8
	PROJECT COSTS					
	Construction Costs (millions $)	$171.8	$171.4	$170.6	$170.2	$187.0
	Right-of-Way Costs (millions $)	$19.4	$21.8	$20.8	$23.2	$37.2
	Total Costs (millions $)	$191.2	$193.2	$191.4	$193.4	$224.2
HUMAN ENVIRONMENT	**IMPACTS TO RESIDENCES, BUSINESSES AND COMMUNITY/CULTURAL RESOURCES**					
	Residences Relocated	71	85	67	81	32
	Businesses Relocated	8	7	49	49	133
	Churches and Cemeteries Relocated	0	0	0	0	2[1]
	Parks Impacted	0	0	0	0	0
	Schools Impacted (property from CPCC)	1	1	0	0	0
	Historic Sites with Adverse Effect	0	2	0	2	2
	UTILITIES AND POTENTIAL HAZARDOUS MATERIALS SITES					
	Major Electric Power Lines Crossed	1	1	1	1	1
	Hazardous Materials Sites Within Corridor	5	5	6	6	18
	NOISE AND AIR QUALITY					
	Recommended Noise Walls (Number)	1	2	1	2	0
	Noise Impacts (No. of homes)– with Mitigation in Place	72	117	65	110	92
	Air Quality Impacts	0	0	0	0	0
NATURAL ENVIRONMENT	**FORESTS AND OTHER LAND COVER TYPES**					
	Upland Forests (acres in right of way)	217	231	187	202	113
	Urban/Disturbed Land (acres in right of way)	250	261	177	188	309
	Agricultural Land (acres in right of way)	282	274	223	215	129
	Clear Cut/Previously Clear Cut Land (acres in right of way)	19	5	29	15	25
	WETLANDS, STREAMS, AND FLOODPLAINS					
	Wetlands (acres in construction limits)	0.69	2.28	0.18	1.77	0.87
	Jurisdictional Ponds (acres in construction limits)	0.20	0.00	0.20	0.72	1.48
	Perennial Stream Crossings	14	16	13	15	19
	Impacts to Important Streams (linear feet in construction limits)[2]	3,879	4,596	3,920	4,637	6,966
	Floodplains (No. of crossings)	3	3	2	2	2
	Floodplains (linear feet of crossing)	4,279	4,506	2,358	2,586	4,436
	Floodway (linear feet of crossing)	589	460	589	460	121

1. The Draft EIS states there would be 3 churches impacted by Detailed Study Corridor G. Based on field work conducted in December 2003, the Southeast Bible Church on Indian Trail Road is no longer at that location.
2. Streams impacts were updated following publication of the Draft EIS.

Impacts to the Natural Environment

Streams and Wetlands

Major stream systems in the study area include the North Fork and South Fork of Crooked Creek, Stewart's Creek, and East Fork Stewart's Creek. Small pockets of wetlands are located throughout the study area.

North Fork Crooked Creek

Detailed Study Corridor D2 would impact the least linear feet of streams and Detailed Study Corridor G would impact the most linear feet of streams. These greater impacts for Detailed Study Corridor G occur primarily where a stream parallels existing US 74.

Detailed Study Corridor D3 would impact the most wetlands (about 2.3 acres) and Detailed Study Corridor E2 would impact the least (about 0.2 acres).

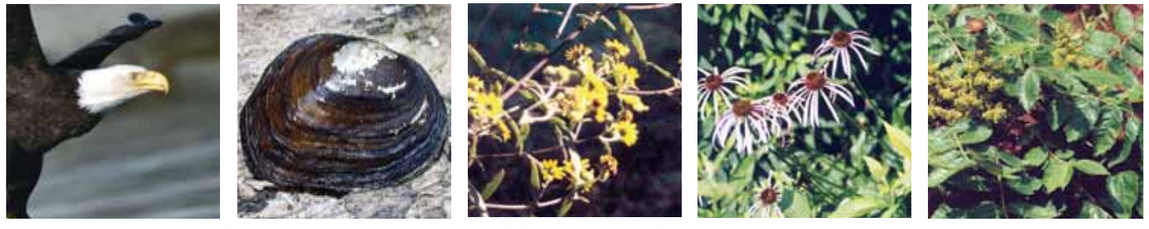
Permits would be required from the US Army Corps of Engineers and the NC Department of Environment and Natural Resources, Division of Water Quality for stream and wetland impacts. As a condition of the permits, the NCDOT would be required to compensate for stream and wetland impacts. This compensation could include restoring or enhancing degraded streams and wetlands in the watersheds in the project area.

Floodplains

All the Detailed Study Corridors cross 100-year floodplains and floodways. The 100-year floodplains are land areas adjacent to streams that are subject to flooding from a storm that has a 1 percent chance of occurring in any given year. The floodway is the stream channel and adjacent area where the water is likely to be deepest and fastest. This area should be kept free of obstructions to allow floodwaters to move downstream.

The bridges and culverts needed for the Monroe Connector will be designed so that no increases to the extent and level of flood hazard risk would result from the project.

Endangered Species



From left to right: bald eagle, Carolina heelsplitter (courtesy of the NC Wildlife Resources Commission), Schweinitz's sunflower, smooth coneflower, and Michaux's sumac (plant photos courtesy of the NC Department of Transportation).

There are five federal Threatened or Endangered species listed by the US Fish and Wildlife Service as having a habitat range that extends into Union County and/or Mecklenburg County. These include one bird, the bald eagle; one freshwater mussel, the Carolina heelsplitter; and three plants, Schweinitz's sunflower, smooth coneflower, and Michaux's sumac.

The Detailed Study Corridors were surveyed for all three plant species. None of these species were found within the corridors and none are likely to be adversely affected by the proposed project. No habitat for the bald eagle exists in the project study area.

Two creeks in the study area, North Fork Crooked Creek and South Fork Crooked Creek, may provide suitable habitat for the Carolina heelsplitter. Surveys for these mussel species will be conducted in the summer of 2004. If the Carolina heelsplitter is found, formal consultation with the US Fish and Wildlife Service will be initiated to determine ways to avoid and/or minimize potential impacts to these species. The results of the survey and the consultation process will be reported in the Final EIS.

Impacts to the Human Environment

Noise Barriers

Computer models were used to predict year 2025 traffic noise levels along the Monroe Connector and to evaluate noise barrier locations. The locations of the noise barriers identified as reasonable and cost effective are listed in the table below. The noise barriers would be built within the highway's right of way.

The final decision to construct noise barriers will be made following the selection of the Preferred Alternative. The exact locations and designs (height, length, etc.) of the noise barriers will be determined during the final design phase.

Detailed Study Corridors D2 and E2	Near the north side of the Village of Lake Park
Detailed Study Corridors D3 and E3	Near the north side of the Village of Lake Park and Near the south side of Suburban Estates
Detailed Study Corridor G	None

Concrete noise wall along I-540 in Raleigh

Air Quality

The proposed project is not expected to have a negative effect on air quality.

Farmland

The Monroe Connector study area is within a rapidly developing portion of Union County. Agriculture and pasture make up about one-third of the land that would be required for highway right of way for Detailed Study Corridors D2, D3, E2, and E3, and one quarter of the land that would be required for highway right of way in Detailed Study Corridor G.

Relocations of Homes/Businesses

The most residential relocations would occur with Detailed Study Corridors D3 and E3. The most business relocations would occur in Detailed Study Corridor G.

NEW SUBDIVISIONS UNDER CONSTRUCTION

Several new subdivisions are under construction in the project study area. It is likely the numbers of residential relocations for the Detailed Study Corridors has increased since publication of the Draft EIS. Relocations of homes and businesses and impacts to neighborhoods will be updated for the Preferred Alternative during preparation of the Final EIS.

Neighborhoods

Potential impacts to established neighborhoods in the project study area are described below.

Village of Lake Park

None of the Detailed Study Alternatives would relocate residences in the Village of Lake Park nor diminish access to the area.

Beverly Drive area of Hemby Bridge

Detailed Study Corridors D2, D3, E2, and E3 pass through the northwestern portion of the Beverly Drive area of Hemby Bridge. The Monroe Connector would bridge over Beverly Drive. Oakland Avenue, which creates a loop with Beverly Drive to the north, would "dead-end" on either side of the Monroe Connector. Approximately 10 homes in the neighborhood would be relocated. About 15 homes would be separated from the rest of the neighborhood, although roadway access would be maintained via an underpass along Beverly Drive.

Neighborhoods around Myers Road

Detailed Study Corridor G passes through the southern end of Myers Road. Two homes in Cameron Woods at the end of Olde Elizabeth Lane would be relocated with Detailed Study Corridor G. Since these homes are located at the edge of the subdivision, Detailed Study Corridor G would not divide the remainder of the neighborhood.

Suburban Estates

Detailed Study Corridors D3 and E3 would relocate 19 homes along Daybreak Drive. Daybreak Drive would be rerouted to restore circulation in this area of the development.

Below left to right: Lake Park, Myers Road area, Suburban Estates and Hemby Bridge area.

Central Piedmont Community College

Central Piedmont Community College

Detailed Study Corridors D2 and D3 would reconstruct the existing US 74 interchange with I-485. This reconstruction would require a strip of land from Central Piedmont Community College adjacent to I-485, but would not impact any school facilities or parking.

Historic Resources

Two historic properties eligible for listing on the National Register of Historic Places are located near Detailed Study Corridors D3, E3, and G. The Secrest Farm is a 44.8-acre property containing a farmhouse, outbuildings, and fields that are a good example of early twentieth century farms in Union County. The Hiram Secrest House is a 4.5-acre property just south of the Secrest Farm that contains a circa-1900 farmhouse that is a good example of typical architectural design for that time period in rural Union County.

None of the Detailed Study Corridors would require land from these two historic properties.

Hiram Secrest House

Churches

No church would be relocated by Detailed Study Corridors D2, D3, E2, or E3. However, Detailed Study Corridor G would relocate two churches–Lighthouse Family Church, and Christ's Church. The Draft EIS reports that Detailed Study Corridor G would impact three churches. Based on field work conducted in December 2003, following publication of the Draft EIS, the Southeast Bible Church on Indian Trail Road is no longer at that location.

Would the project indirectly influence development and land use in the area?

Forecasts without the Monroe Connector and Monroe Bypass

Population and land use forecasts indicate that without the Monroe Connector and Monroe Bypass, the highest levels of residential growth would occur in eastern Union County and around the City of Monroe. About 13,700 new households and 1,000 acres of commercial uses are projected to develop in the project vicinity by 2020. The areas closer to I-485 and Mecklenburg County are projected to attract more office development while areas along existing US 74 will be more attractive for retail development.

Forecasts with the Monroe Connector and Monroe Bypass

The Monroe Connector and Monroe Bypass are expected to attract up to 26 percent more households and 20 percent more jobs in the vicinity of the projects by the year 2020 than would occur without the two roadway projects. This means about 3,700 more homes and 170 acres of commercial/industrial development.

The Monroe Connector and Monroe Bypass also could change the locations and densities of future residential growth from that expected without the projects. Residential densities likely would increase and some residential development would shift east because of improved accessibility. Commercial development is expected to increase around the proposed interchange locations with Detailed Study Corridors D2, D3, E2, or E3. More commercial development is expected along existing US 74 with Detailed Study Corridor G.

PROCESS, SCHEDULE, AND COST

1995	1996	September 1997	November 1998 through October 2003	November 1998	November 2003	Summer 2004	Fall 2004	Fall 2004 through Fall 2005	Winer 2005/ 2006	Spring 2006	Summer 2006	late 2006	2010
Feasibility Studies	Project in TIP	Environmental/ Project Development Studies Begin	Alternatives Identified for Detailed Study	Detailed Analysis and Preliminary Roadway Designs	Draft EIS Published	*Public Hearing	Preferred Alternative Identified	Additional Studies and Refined Roadway Designs for Preferred Alternative	Final EIS	Record of Decision	Public Hearing	Begin Right-of-Way Acquisition	Begin Construction

** Italics indicate events that have yet to occur in the process.*

Who selects the alternative to be built?

The Monroe Connector project will be constructed using federal funds. The Federal Highway Administration (FHWA) is the lead federal agency in charge of the project. Therefore, the FHWA, in consultation with the NCDOT, will select the Preferred Alternative. The FHWA and NCDOT will consider the following when making the decision:

- The information contained in the *Monroe Connector Draft EIS*
- Input received from the public during the Draft EIS review period
- Input received from local, state and federal agencies during the Draft EIS review period, including the following:

US Army Corps of Engineers

US Fish and Wildlife Service

US Environmental Protection Agency

NC Department of Environment and Natural Resources

NC Wildlife Resources Commission

State Historic Preservation Office

Mecklenburg-Union Metropolitan Planning Organization

When would project construction start?

Construction is scheduled to begin in 2010.

Road construction will take place in stages and is expected to last several years.

Why do the project development studies take so long?

The National Environmental Policy Act (NEPA) requires an agency to study the adverse and beneficial impacts of a range of reasonable alternatives that meet the purpose of and need for a project. This process entails numerous engineering and environmental studies. NEPA also requires public and other agencies be given the opportunity to participate in the study process. The NCDOT strives to maintain a reasonable schedule for all its projects while ensuring full compliance with the NEPA.

How much would this project cost?

The right of way and construction costs for the project alternatives range from $191-193 million for Detailed Study Corridors D2, D3, E2, and E3, to $224 million for Detailed Study Corridor G.

How does this project affect me as a property owner?

Citizens informational workshops and a public hearing are held following approval of the Draft EIS. A public hearing map is presented at the workshops and hearing that will show the preliminary engineering roadway designs (roadway footprints) within the Detailed Study Corridors. Property boundaries as of June 2003 also are shown on the Public Hearing Map.

The exact locations and amounts of property required for rights of way will not be determined until the final design stage (after the record of decision and public hearing scheduled for early 2006).

NCDOT's Property Acquisition and Relocation Processes

Private property in the path of the selected alternative for the Monroe Connector will be purchased by the NCDOT for right of way. The NCDOT pays fair market value for all property purchased. Licensed real estate appraisers determine a fair market value at the time of purchase. This is the same type of appraisal that is required when selling, buying, or refinancing a property. For more information regarding the right of way acquisition and relocation processes, please call the NCDOT's Division 10 Right of Way Office in Albemarle at (704) 986-4554.

For renters and homeowners who are relocated by the project, the NCDOT offers several programs to minimize the inconvenience of relocation: relocation assistance, relocation moving payments, and relocation replacement housing payments or rent supplements. The relocation program will be conducted in accordance with the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 and the North Carolina Relocation Assistance Act. At least one relocation officer is assigned to each highway project. The relocation officer assists homeowners, renters, and owners of displaced businesses, non-profit organizations, and farm operations in searching for and moving to replacement property.

The Monroe Connector Draft EIS is available for review at the following locations:

NC Department of Transportation
Division 10—Resident Engineers Office
12033-C E. Independence Boulevard
Matthews, NC 28105
704-845-4411

Town of Matthews
232 Matthews Station Street
Matthews, NC 28105
704-847-4411

Mecklenburg County
Charlotte-Mecklenburg Government Center
600 E. Fourth Street
Charlotte, NC 28202
704-336-2472

Town of Mint Hill
7151 Matthews Mint Hill Road
Mint Hill, NC 28227
704-545-9726

Union County
500 N. Main Street
Monroe, NC 28112
704-283-3810

Hemby Bridge Volunteer Fire Department
7604 Secrest Shortcut Road
Indian Trail, NC 28079
704-283-4622

Town of Indian Trail
100 Navajo Trail
Indian Trail, NC 28079
704-821-8114

Village of Lake Park
3801 Lake Park Road
Lake Park, NC 28079
704-882-8657

City of Monroe
300 West Crowell Street
Monroe, NC 28112
704-282-4502

Town of Stallings
323 Stallings Road
Stallings, NC 28104
704-821-8557

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